

Q_1	ARL_1
Q_2	:
Q_3	ARL_n
Q_4	ARL_1
.	.
.	.
.	.
.	.
Q_m	ARL_n

FIG. 1

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200

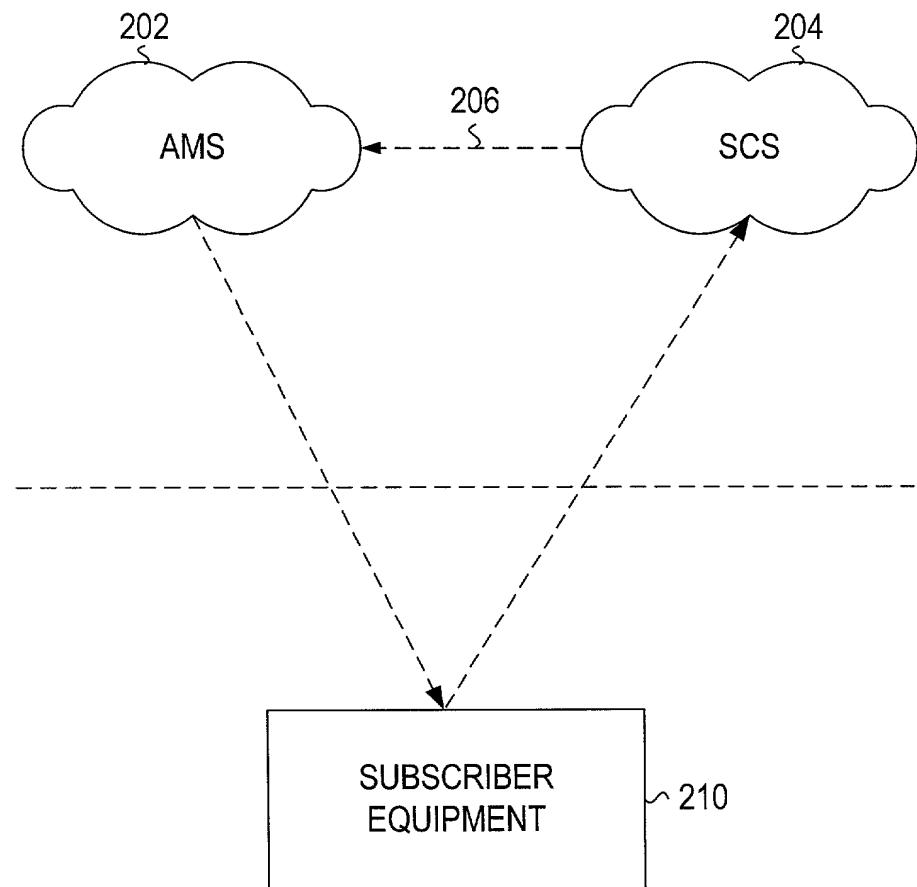


FIG. 2

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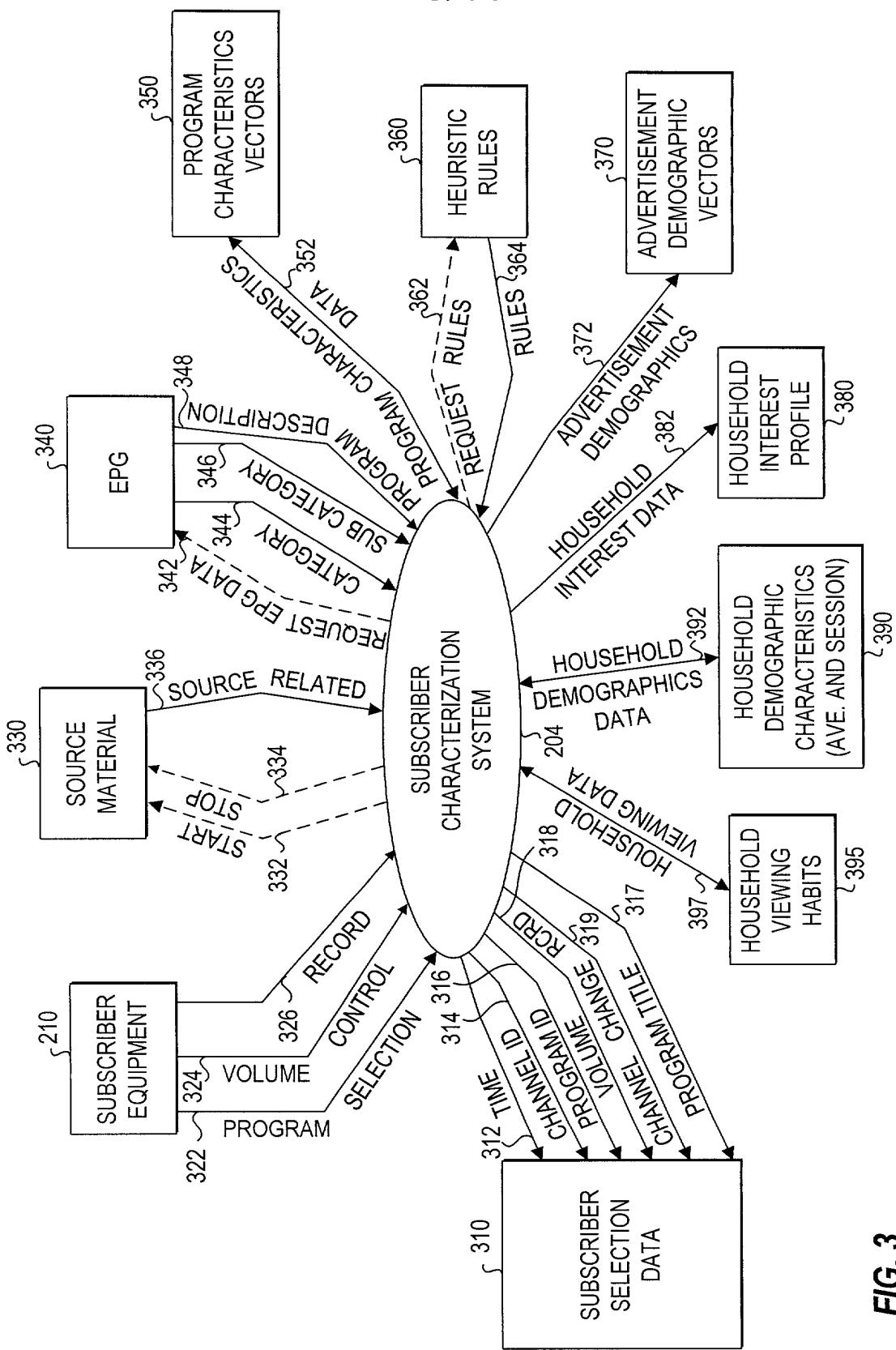


FIG. 3

400 402 404 406 408 410 412 210 S

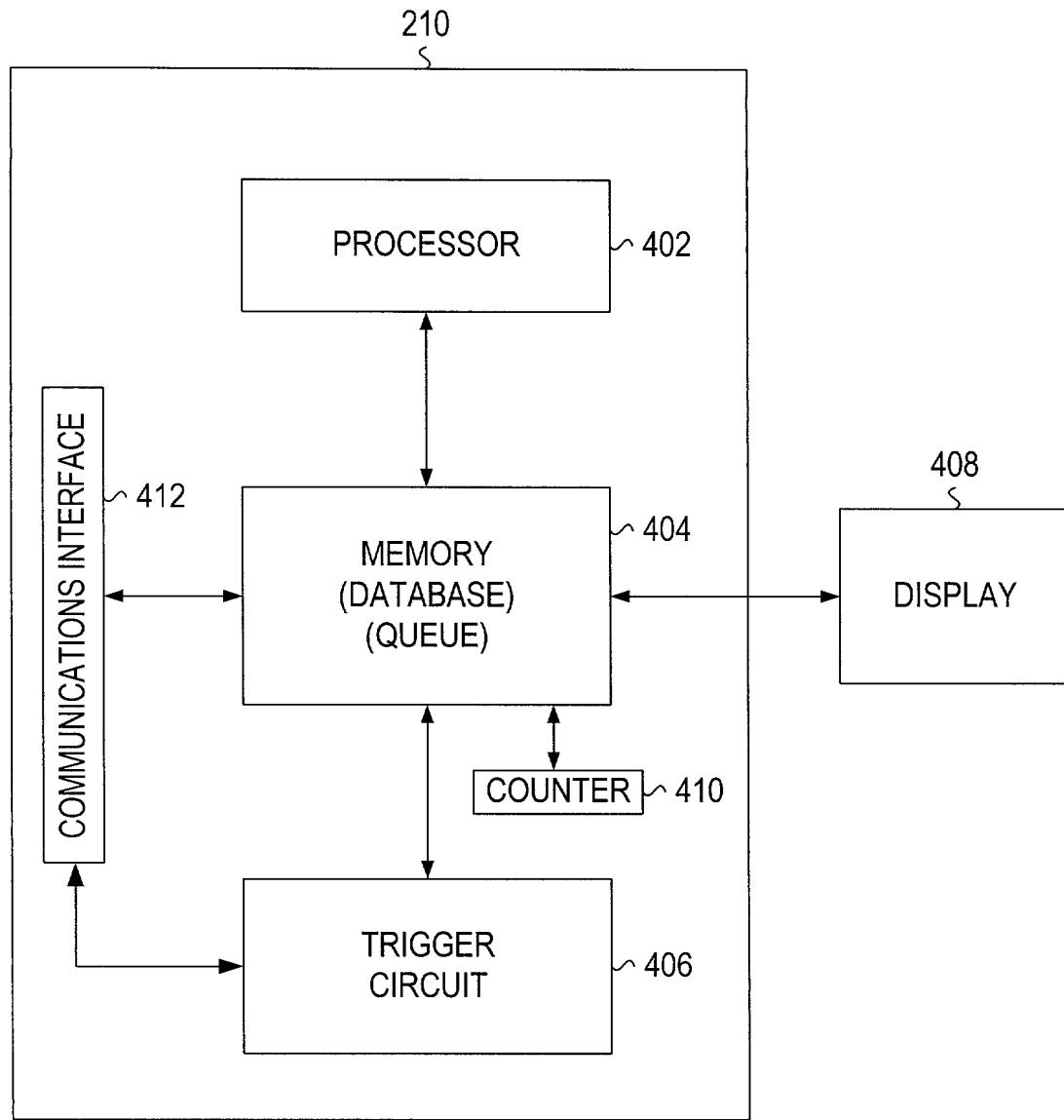
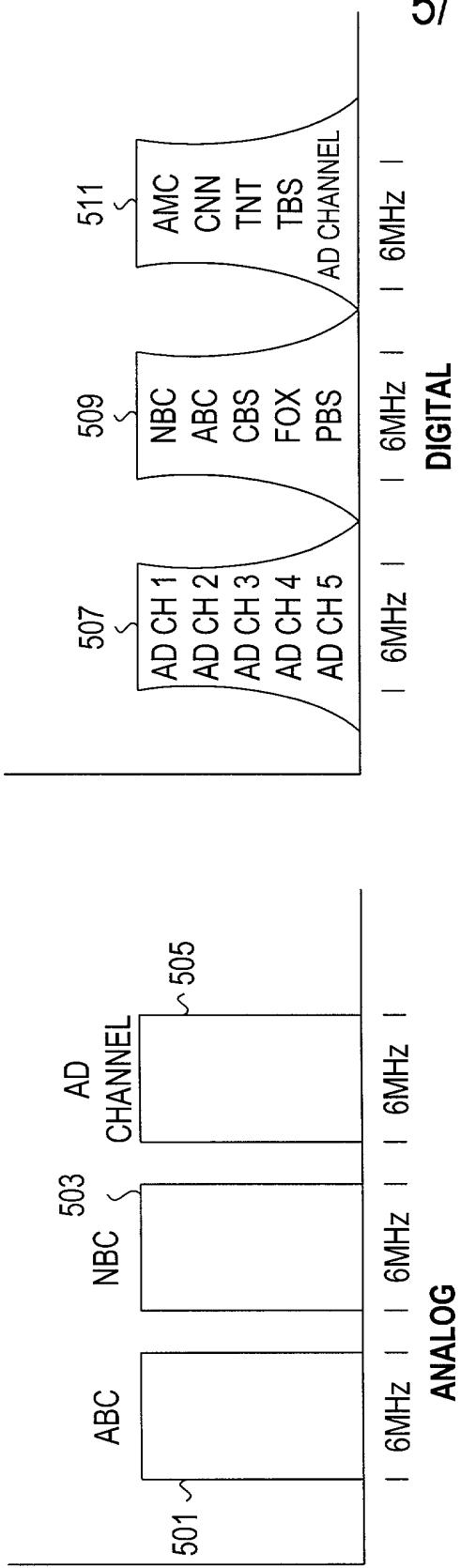
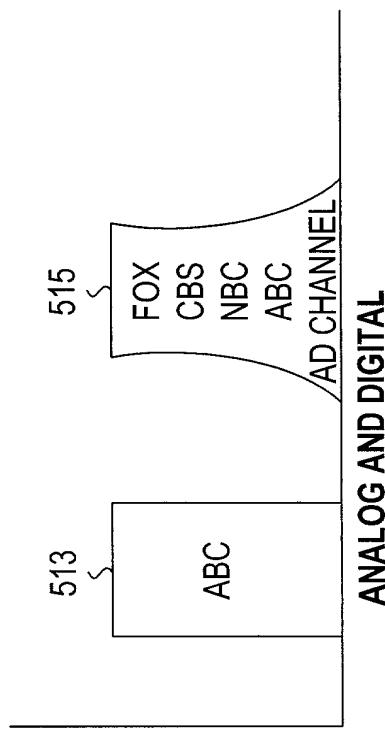


FIG. 4

DEDICATED, HIGH BANDWIDTH AD CHANNEL



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ANALOG AND DIGITAL

FIG. 5



FIG. 6A

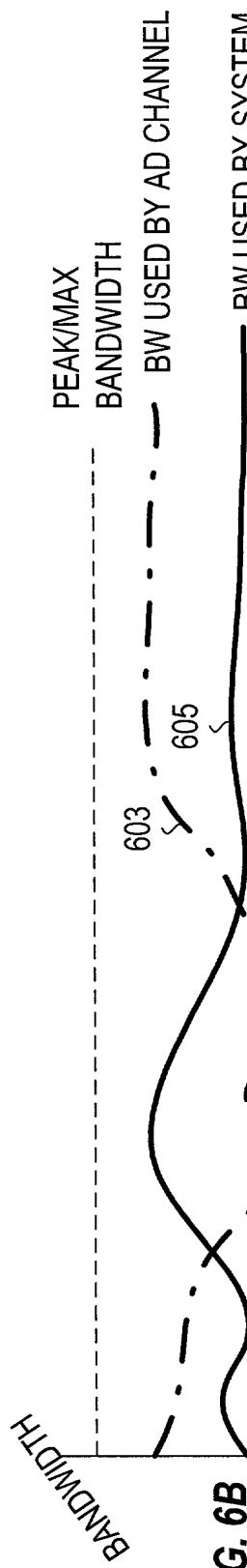


FIG. 6B

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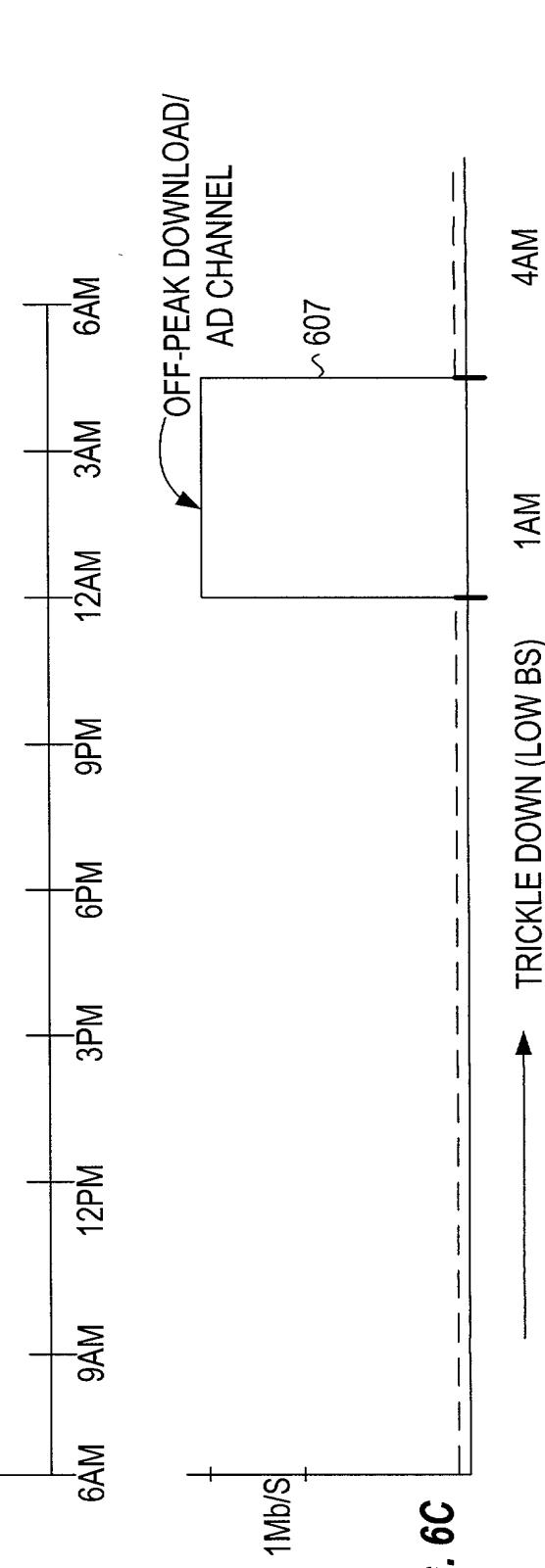


FIG. 6C

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Q_1	ARL ₁ (FORD)
Q_2	ARL ₂
Q_3	ARL ₃
Q_4	ARL ₄
Q_5	ARL ₅
Q_6	ARL ₁ (FORD)
Q_7	ARL ₆
Q_8	ARL ₇
Q_{10}	ARL ₈
Q_{11}	ARL ₉
Q_{11}	ARL ₁ (FORD)

FIG. 7

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Q_1	$ARL_1 (FORD_1)$
Q_2	ARL_2
Q_3	ARL_3
Q_4	ARL_4
Q_5	ARL_5
Q_6	$ARL_6 (FORD_2)$
Q_7	ARL_7
Q_8	ARL_8
Q_9	ARL_9
Q_{10}	ARL_{10}
Q_{11}	$ARL_{11} (FORD_3)$

FIG. 8

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Q_1	ARL ₁ (FORD)
Q_2	ARL ₂
Q_3	ARL ₃
Q_4	ARL ₄
Q_5	ARL ₅
Q_6	ARL ₆
Q_7	ARL ₇
Q_8	ARL ₁ (FORD)
Q_9	ARL ₈
Q_{10}	ARL ₉
Q_{11}	ARL ₁₀
Q_{12}	ARL ₁₁
Q_{13}	ARL ₁₂
Q_{14}	ARL ₁ (FORD)
Q_{15}	ARL ₁₃

FIG. 9

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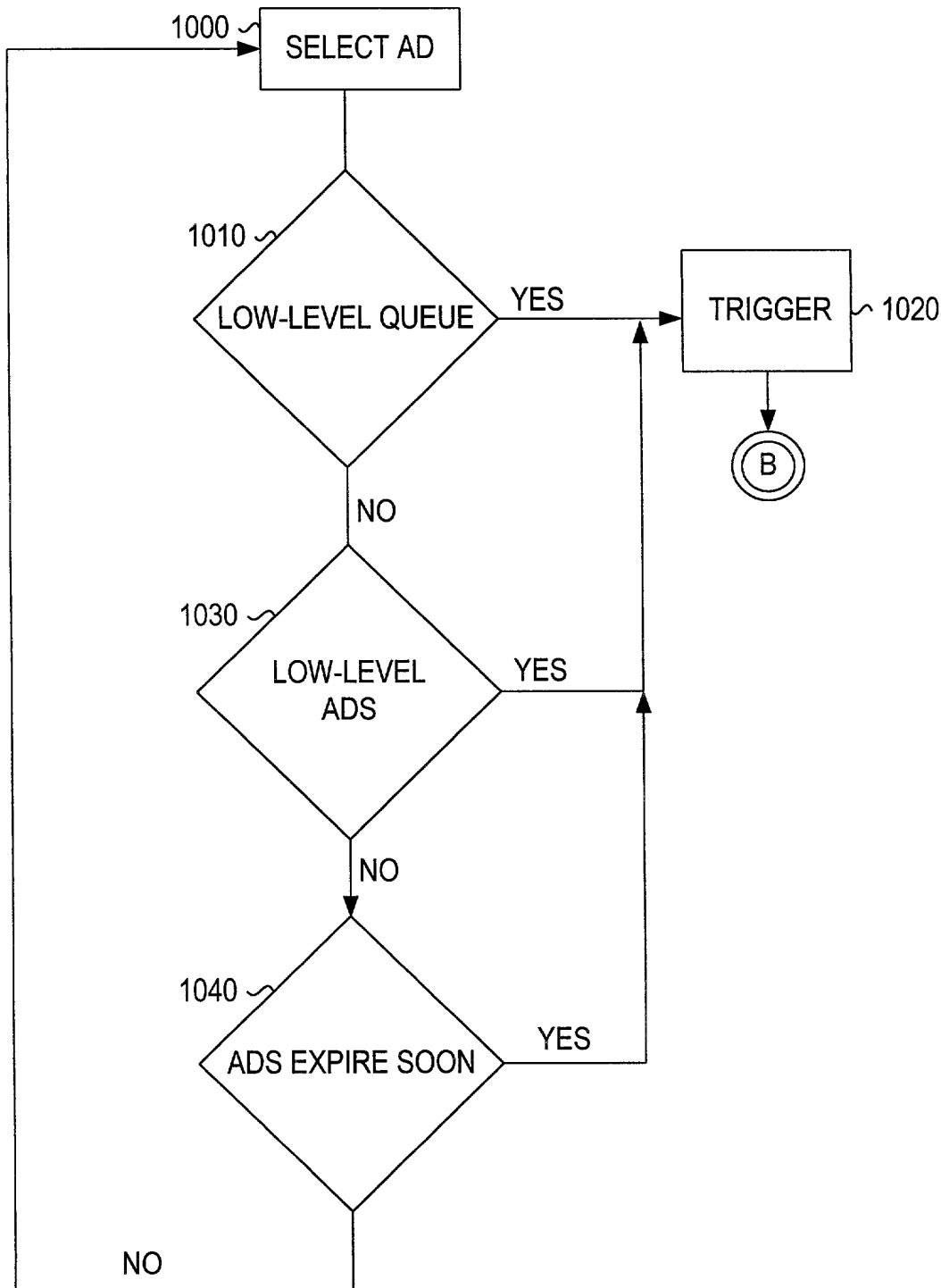


FIG. 10

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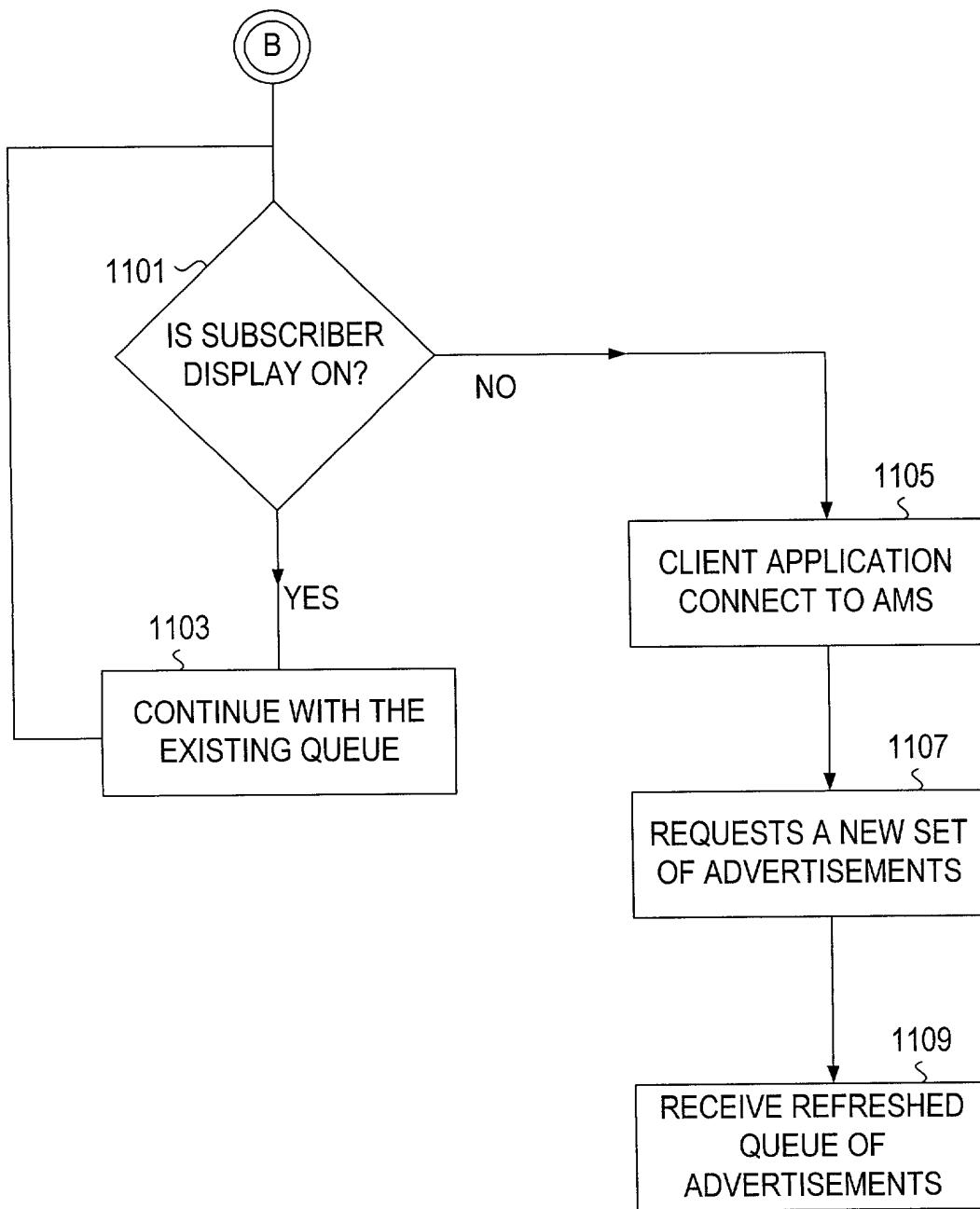


FIG. 11